

# Report of Survey for Repairs, &c., of Engines & Boilers.

(Received at London Office, THURS 2 1890)

No. *36* Date of Writing Report *1890* Port of *London*  
No. in Reg. Book *36* Survey held at *London* Date, first Survey *29<sup>th</sup> Sept* Last Survey *1890*  
on the Machinery of the *S. S. Saint Asaph* Master *Campbell, Mackintosh* No. of Visits *1*  
Tonnage Gross *1960* Net *1784* Vessel built at *Newcastle* By whom *Campbell, Mackintosh* When *1883* Boilers, when made (Main) *1883* (Donkey)  
Registered Horse Power *162* Engines made at *Gateshead* Owners *Angier Line* Port *London* Voyage  
No. of Main Boilers *2* If Surveyed Afloat or in Dry Dock *Commercial Dock* Class of Vessel & Machinery *7100 A1 1189*  
Steam Pressure in Main Boilers *80* (State name of Dock.) (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *B.S. 1189 + L.M.C. 108*  
in Donkey Boiler

Last Survey No. *1189* Port *London*

Particulars of Examination and Repairs (if any) *Seacocks & connections.*

(State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs.) Repairs on account of Damage should be separated from Repairs due to other causes. State also the dates and initials of any letters respecting this case

Did the Surveyor personally go inside each Boiler separately (including the Donkey Boiler, if any), and make a thorough examination at this time?

If this was not done, state for what reasons?

And what parts of the Boilers could not be thus thoroughly examined?

Also what special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each boiler?

*Examined Seacocks & connections & found them good*

General Observations, Opinion, and Recommendation:— *As far as seen the*

(State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey: thus, for example, B.S. 1/89, B. & M.S. 1/89, or L.M.C. 1/89, as the case may be.)

*Machinery of this vessel is in a safe working condition and eligible in my opinion to remain as classified*

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28) .....	£	:	:	18
Special Damage Fee (per Section 28) .....	£	:	:	
*Certificate (if required) as per margin .....	£	:	:	received by me,
Travelling Expenses (if chargeable).....	£	:	:	18

*C. E. Brown*  
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *TUES 7 OCT 1890*  
Assigned *As now*



It is submitted that this  
vessel is eligible to  
remain as  
Classed—

N.A.  
6-10-20



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Foundation